

FAIL AND SUCCEED

Reports From Three Places in Canada Show Municipal Ownership Failure in Two.

SUCCESS IN SASKATOON, LABOR OFFICIAL AVERS

Union Labor Advocate Today Prints Letters Showing Situation Where System Is in Operation.

The Union Labor Advocate, official organ of the Washington Building Trades Council, affiliated with the building trades department, American Federation of Labor, in its issue of today prints the following arrangement of municipal ownership of public utilities:

"Municipal ownership has been absolutely discredited in the house of its friends.

Union labor officials living in two cities operating municipally owned street railways have come forward with testimony and evidence showing the failure of municipal ownership, while in one it is called a success.

"The Union Labor Advocate this week has received letters from the secretaries of the three typographical unions in Edmonton, Lethbridge and Saskatoon, Canada, telling of the experience with municipally owned and operated street cars in these cities and showing failure in two of them.

Failure in Edmonton.

"Although the news might be disappointing to you, I must give an unbiased, unpolitical opinion on such a question as municipal ownership—it is an utter failure in Edmonton," writes J. Hanning, secretary of the typographical union of that city, on learning that municipal ownership of the street railways of the American capital is proposed and advocated by some union men.

"Our street cars have undoubtedly not been a success. I am no longer a believer in municipal ownership," writes Secretary Jones of the Lethbridge union.

Success in Saskatoon.

In Saskatoon, where the municipally owned street railway is only a year old, Secretary R. C. Moore writes that it is a success. "But one thing you can be assured of," he says in conclusion, "is that municipal ownership is a success in Saskatoon and all through the west. I am not speaking because of my principles as a union man, but from facts that cannot be disputed."

In the following letters the Union Labor Advocate is giving to the organized labor movement of Washington the only first-hand, accurate information about municipally owned and operated street railways that has been furnished by representatives of union labor.

Car System the Poorest.

EDMONTON, Alberta, Canada, July 2, 1914.

To Sam De Nedrey, Union Labor Advocate.

Dear Mr. De Nedrey: Your letter dated June 26 has received my careful consideration, and, although the news might be disappointing to you, I must give an unbiased, unpolitical opinion on such a question as municipal ownership—it is an utter failure in Edmonton. The street car system the poorest of all. I have lived in Toronto, Vancouver, Portland, Winnipeg and Edmonton—and the fares are equal to the highest—straight 5 cents.

The reason for the failure of municipal ownership to compete, or even compare, with private ownership in this city is because the spoils system entirely eliminates all chances of getting competent men to run it. Every year the administration changes and with it the entire staff goes, too. Always incompetent men are given the jobs, their ability lying in their power to get the vote. We have the real estate alderman, who makes it his business to use his influence to get a subside in the city's expense to a subdivision in the woods for the purpose of selling town lots and incidentally pilfering the expenses of the corporation by running empty cars to unpopulated districts.

It is true they have lost \$400,000 since its inception, and it looks as though they will lose more. The city owns the electric light system and sells the street car service power at 2 cents per kilo, robbing Peter to pay Paul. Residents pay as much as 8 cents per kilo.

Yours very truly,
(Signed) J. HANNING, Sec.
Service Is Called "Junk."
LETHBRIDGE, Alberta, Canada, July 4, 1914.

Sam De Nedrey, Washington, D. C.

Dear Sir: Replying to your letter of June 26, re municipal ownership of street railways. Our street cars have undoubtedly not been a success, mainly owing to the fact that our city is not big enough for a street car system, and the figured loss stated in your letter is undoubtedly correct. But the case of Lethbridge does not prove that municipal ownership is not a success. Neither does it prove the contrary.

We are now running half a dozen cars, controlled by one man on each car, and it's a "punk" service at that. Personally, I am no longer a believer in municipal ownership.

Yours faithfully,
(Signed) J. JONES.

Hurt by Dull Times.

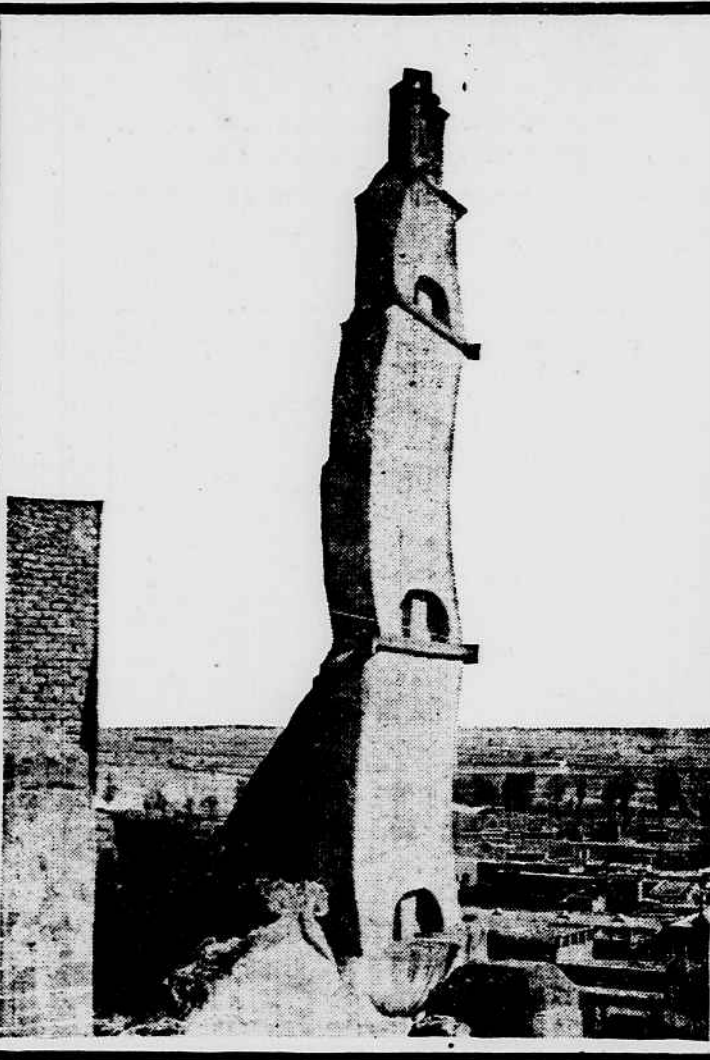
SASKATOON, Sask., June 20, 1914.
Sam De Nedrey, Washington, D. C.

Dear Sir: I have yours of the 26th in reference to our street railway. While our street railway has not been a success financially it cannot by any stretch of imagination be attributed to the fact that it is municipally owned. I am not sure as to the exact deficit last year (the first year of operation) but my negative it was not as high as the figures you quote. When the system was installed it was generally conceded that it would go behind for at least five years and the deficit was not by any means near the amount that the officials of the city were prepared to expect. It could hardly be expected that a project of this kind would pay its way at the start, as there are bound to be flaws and chances to be made in working out a new system the expense charged to which is charged up. The railway was instituted at a time when the city was experiencing a great boom, as was also all the west, but Saskatoon in particular was going ahead by leaps and bounds and was badly in need of a line of this kind.

The service had hardly got started when the financial stringency which has been prevalent all over the world set in and the consequence is that the railway has suffered through the lack of the development of the city. This one thing I am assured of, that if things had kept on going as they were when the railway was first commenced there would today be a good balance on the right side and in this I will be backed by every citizen of the city. I cannot for the life of me see how any one can point to Saskatoon as an instance of failure of municipal ownership. Our waterworks system is paying splendid dividends, as also the electric light, and a most satisfactory system is given in both.

Trouble Lies With Management.

Further, as regards the railway, there is a strong feeling that a good deal of the cause for the street railway trouble lies with the management, but this, of course, I cannot say. Another reason, I believe, due to the fact that the officials



THE STONE SAIL OF GUADALUPE.

This unique pile towers on the shores of Guadalupe, the French colony in the West Indies. Besides being a landmark to the people living ashore, and a sign of welcome to seafarers, it is a monument of gratitude. It is a mast of a sailing ship that was rescued by the people of Guadalupe while a terrible storm raged along the coast. It was reared as a monument of gratitude to answer prayer, and inclosed in cement. It is called "The Stone Sail of Guadalupe."

are experiencing a great deal of trouble with a long hill leading to a suburb known as Nutana, and also with the bridge leading to it over which they cannot run the new double-track cars, thus causing transfer, and many people would rather walk to and fro than to bother with transfer or risk the danger of accident on the hill. These matters are receiving the attention of the officials by means of new bridges, etc., but in the meantime are hurrying the railway.

I am sorry I am not sufficiently versed in the whole matter to give you a well connected letter for your publication, but one thing you can be assured of is that municipal ownership is a success in Saskatoon and all through the west. I am not speaking because of my principles as a union man, but from facts that cannot be disputed. I shall be glad to be of service to you at any time and if you care to you can use any part of this letter.

Yours very truly,
(Signed) R. C. MOORE.

DEPARTS TOMORROW NIGHT.

Local Pythian Drill Team to Compete at Terre Haute.

The drill team of Washington Company, No. 1, Uniform Rank, Knights of Pythias, which is to participate in a competitive drill at Terre Haute, Ind., will leave Washington tomorrow night. Fred M. Pelzman is captain of the team.

The roster of the party taking the trip is Maj. R. T. Whiting, Capt. Fred

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WHITMAN MAKES DENIAL HE OPPOSED BOSS BARNES

Issues Statement Declaring He Never Wrote or Authorized Letter Referred to by Roosevelt.

NEW YORK, July 17.—District Attorney Charles S. Whitman last night made reply to the statement issued by Theodore Roosevelt Wednesday night charging that Mr. Whitman had caused advances to be made looking to the support of the district attorney for the governorship, which failed according to Col. Roosevelt, largely because Mr. Whitman failed to declare his opposition to William Barnes, republican state chairman, as it had been represented by Charles S. Duell, Jr., he would do.

Mr. Whitman in his statement denies that he ever wrote or authorized the draft of a letter declaring himself opposed to Mr. Barnes as much as to Charles F. Murphy, leader of Tammany Hall. This draft, Col. Roosevelt stated, had been sent to him by Mr. Duell, who had organized a non-partisan Whitman league.

The district attorney admits that, as Col. Roosevelt declared, he had written one letter to Mr. Duell last February, saying that he agreed with Mr. Duell that the "time is ripe for an alliance of the progressive republicans and members of the national progressive party."

Denies Writing Letter.

"This is the only letter I have ever written to Mr. Duell. As to the alleged draft of a letter written in July, which was quoted in full, I neither wrote nor authorized any such letter. I have, however often expressed, publicly and privately, my hostility to boss control and corruption in all political parties. I have no desire to enter into a personal quarrel with Col. Roosevelt. I have nothing but contempt for the industrial feudal estates whose owners live 3,000 miles away."

Dr. Ira Remsen, president emeritus of Johns Hopkins University, leaves Baltimore today for a trip to Auckland, New Zealand, and Sydney, Australia, where he will attend scientific meetings of the British Association for the Advancement of Science. Dr. Remsen will be one of a party of fifteen distinguished scientific men of America who have been invited to the meetings.

that as the answer to the question as to whether, if elected governor of the state, I will wear any man's yoke or recognize any obligation other than that of the people of the state, and my duty to render honest and effective service."

WOULD DISINHERIT GIRLS WHO MARRY FOREIGNERS

Representative Bowdle Declares Mad Rush for Titles Is Peril to Nation.

"Fathers, write your will so your daughters will be disinherited if they marry foreign noblemen," is what Representative Stanley Bowdle of Cincinnati is preaching these days, and in a statement prepared by him today he lists a score of young American women who have carted hundreds of millions of dollars to Europe via the altar. Mr. Bowdle declares that the mad rush for the dual counter is a grave peril to the nation, and that within four years the political parties will recognize it as such.

"Some years ago it was suggested that we tax inheritances in this country," said Mr. Bowdle. "A shout of 'democracy' went up, but today in most of the states a man's descendants cannot succeed to a modest inheritance without paying a tax to the state. But here we have hundreds of millions removed permanently from America by lords, dukes and others, who enjoy it while they live, and then hand it on to a progeny that has nothing but contempt for our democratic institutions. And they get this from American toil without one penny of tax."

Under ancient feudalism the overlord at least lived in the center of his estates and knew his tenants. America will shortly be an assemblage of industrial feudal estates whose owners live 3,000 miles away."

WONDERS OF THE DEEP SHOWN ON THE SCREEN

First Exhibition of Its Kind Is Viewed by Assemblages at National Museum and Press Club.

The heretofore unphotographed wonders of the deep sea were for the first time shown in motion pictures before a Washington assemblage yesterday afternoon at the National Museum, and again last night at the National Press Club. The audience taxed the capacity of the auditorium of the museum.

Six reels were exhibited of pictures taken in the harbor of Nassau and other places about the shores of the Bahama Islands. According to the lecturer, the "movies" were made at a depth of from twenty to sixty feet under the water.

The pictures were made from a huge cast-iron chamber, one end of which is covered with a powerful glass and on the inside of which sat the operator with his camera. From the top extends an extension tube. The chamber was lowered through the bottom of a barge.

Diver at Work at Bottom of Sea.

Miniature forests, beautiful gardens of the bottom of the sea and strange fish, sponges and other objects were thrown on the screen as they had been caught by the camera man. A diver at work on the bottom of the sea in his diving suit, the first actual underwater pictures ever taken, were also shown. The natives of the islands, who go to the bottom of the sea for coins tossed overboard by passengers, were also shown.

The pictures were made by George Williamson, J. Ernest Williamson and Carl Gregory, whom the lecturer described as "fearless young Americans." A picture of George Williamson diving into the sea and coming up under an eight-foot shark and stabbing it to death with a knife he had carried down in his mouth was enthusiastically applauded.

The pictures shown to the Washington gatherings are declared to be of extreme value from a scientific standpoint.

If you want work, read the want columns of The Star.

To Pass on "Barrel Stave" Whisky. CHICAGO, July 17.—"Barrel stave" whisky is a variety of the liquor that Judge Landis has under consideration today in the federal court. He was informed yesterday that it is obtained by

steaming from the staves of emptied barrels the fourteen pounds or so of whisky that soaks into them while the spirit is being aged in wood. An extracting company appealed to have the revenue tax lifted from this product on the ground that it already had paid tax on it.

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THE FUEL—Sternau Solid-Alcohol cannot spill nor explode, and can therefore be kept in the house or carried in the pocket or handbag. It is a perfect substitute for liquid alcohol.

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THIS SOLID-ALCOHOL Stove or Kitchenette may be used for innumerable occasions—for shaving, for the excursion or picnic, for the sickroom or in the nursery—50c.

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